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SECURITY INFORMATION  
CENTRAL INTELLIGENCE AGENCY

REPORT

SS-NO.

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COUNTRY

Yugoslavia

DATE OF

INFORMATION 1950 - 1951

SUBJECT

Economic - Heavy industry

DATE DIST. 21 May 1952

50X1-HUM

NO. OF PAGES 5

SUPPLEMENT TO  
REPORT NO.

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INFORMATION ON HEAVY INDUSTRY IN YUGOSLAVIA

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There is a shipyard in Uljanik. The headquarters of the technical direc-  
torate is in a new three-story building in the southern part of Uljanik; that  
of the administrative directorate is in the former Italian Naval Command  
building. A new structure with an iron framework planned for a workshop is  
located northeast of Uljanik.

A shipyard for the dismantling of old ships is located in Pula.

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There is an iron foundry in Gustanj north of the highway leading to  
Prevolje, a short distance from the village church. The foundry has separate  
buildings for the gas station, steel tempering section, forming section, two  
auto repair shops, blast furnaces, personnel office, directorate, and workers'  
barracks. Two high smokestacks make the factory easy to recognize. A 30-  
ton-capacity gas furnace and a 13-ton-capacity electric furnace are in opera-  
tion. Each furnace does a casting a day. Raw materials used consist of three  
fourths scrap iron and one fourth iron ore. The factory produces 2 x 0.5 x  
0.5 meter iron ingots, 0.5 x 0.5 x 0.5 meter iron cubes for the manufacture  
of horseshoes, and cast-iron disks 1-2 meters in diameter and 50 centimeters  
thick.

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About 1,800 workers are employed in the foundry.

The director is Engineer Milan (last name not known), a former Gestapo officer.

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The "Impol" Metal Products Factory is located in Zgorzja Bistrica south of the highway leading to Tinje. The factory is in a tarpaper-roofed one-story shed 250 x 200 meters in size, which is being enlarged. It has three furnaces, each of which does a casting a day. About 1,500 workers are employed here.

Iron materials and products are transported by truck to the Slovenska Bistrica railroad station.

The "Biaznik" Printing Plant is located at 10 Breg Ulica in Ljubljana. Thirty workers are employed here.

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New construction completed in the Uljanik shipyard off Pula is as follows:

A two-section, sheet-iron building, 100 x 80 meters in size, roofed with wood, is equipped with a traveling crane for each section. Installation of equipment is still in progress. The building is to house the iron carpentry /metalworking? unit.

A two-story cement building, approximately 100 x 50 meters in size, contains a drafting room and a shearing machine shop on the ground floor, and a designing unit on the second floor.

The wood carpentry unit is in a wooden-roofed masonry building, approximately 50 x 15 meters in size, located near the building in which the directorate has its office. This building was finished in June 1950.

A new crane, with a capacity of 20 tons, is complete except for the electric equipment, which has not yet been installed. The crane is located between the quay and the machine shop.

The parts for two cranes, similar to the above-mentioned crane, are on the ground near the quay waiting to be assembled.

Construction is in progress on the following:

The transformation of the Ram III whaler into a training ship is nearing completion. Tests on the engines have been completed. Electrical equipment is being installed. Some parts, already ordered from the Fiat Factory in Torino, are still lacking for various installations. The Ram III is anchored in the shipyard dock.

The reconstruction of the former Italian Tritone submarine is in progress in the submarine pen.

A sunken German pocket submarine has been raised and brought to shore, and cleaned and repaired. This submarine is one of three pocket submarines sunk at the end of the war.

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A training submarine, originally built by the French, is being revised and modified. It is anchored off Sveta Katarina Island, at the quay of the former Italian naval seaplane base.

The hulls of six Abbazia-type ships of over 1,000 tons are being mounted, five in the basin and one on the wharf.

The hulls and structures of six German-type landing craft, furnished with pontoons for disembarking troops, are being completed. The engines are not yet installed.

The superstructure of the former Italian ship, the Italia, has been raised. The hull has been cleaned, repaired, and taken beyond the basin. The source heard that this hull is to be used to transport materials.

In March 1950, work was begun on repairing the 2,000-ton Beograd, which has been raised. The machinery installations have already been repaired. The machine shop has made bearings and spare parts for the machinery and hull.

[redacted] the "Rankovic" Torpedo Factory in Rijeka is to receive orders to put in working order all the old torpedoes (about 3,000) stored in its warehouses. Consequently, in December, specialists in torpedo work (very reduced in number by this time), who had been dispersed among other units, were collected and transferred to the unit working on torpedoes. An army officer told the source that it is difficult for Italian optants, specialists in torpedo work, to be able to see return to Italy. Of the 150 specialists in torpedo work still at work in the establishment, more than half have requested options.

The majority of the 3,000 torpedoes stored in the warehouses of the "Rankovic" Factory are Valtets; a few are French and German type; and the others are Naples type. The factory began construction of Valtet torpedoes in 1947. All these were made of Italian materials. They proved very successful, and were consigned to the Yugoslav Navy.

Since 1947, the torpedo unit has worked very little. It has put into working order some old torpedoes principally for training purposes. It overhauled, cleaned, and touched up torpedoes installed on battleships (to test torpedo launching before repairing the ships); produced some parts for torpedoes, such as gyroscopes, heaters, and war heads; and has constructed new launching tubes. About 200 launching tubes were constructed from 1947 to 15 January 1951.

[redacted] Modification of launching tubes at the "Rankovic" Torpedo Factory was brought about through the design of head technician Mohovic (who is now in Argentina) in 1948. The modification consists of changes in the launching apparatus (which are not known precisely), and the replacement of bronze tubes with aluminum tubes. Such aluminum tubes were formerly used to a limited degree by the Germans. Mohovic was rewarded with 5,000 dinars for his invention. This very modest reward disgusted the inventor and led him to emigrate.

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The country is doing poor work, and 70 percent of its finished work is scrapped, due to the shortage of trained manual laborers and chemical engineers. Chemists formerly employed in the establishment were Engineer Polacek of Castel and Vranic, who has been repatriated, and Engineer Blacic, native of Rijeka, who had emigrated to Argentina. Because alloys produced are inferior, the resulting work is defective, making it necessary to construct about 40 pistons to obtain a single good one.

At the end of 1944, the country was still providing various parts for engines for the army. Following the repatriation of specialist personnel, the production of parts for engines fell to a very low level.

By 12 January 1951, about 3,000 Junker aircraft engines had been reconstructed at the "Rankovic" Factory. About 700 Junker engines are still stored in the open, and their number is increasing continually with the arrival of additional engines from the interior. Reconstructed engines are named Jumbo engines. Main action being done on fuel circulation, cooling, and transmission. These engines are considered better than the Packard in speed and resistance to wear and tear. They attain a speed of 45 miles per hour. Eight engines are produced per month. A larger number were to be modified, but this has been abandoned because of the scarcity of specialists. Engineer Mas, a capable German, is chief of the modification unit. It seems he is going to emigrate to Switzerland soon. After testing, engines are returned, broken over, packed, and shipped to Split and Korcula.

One-cylinder diesel engines are under construction in the "Rankovic" Factory. They are used to operate winches and crushers on floating equipment exclusively. For land use, they have been unsuccessful when used on boats. Formerly called torpedo engines, they are now called Rankovic engines. The engines have two flywheels, piston-type cups, 100-millimeter bores, and 79-millimeter strokes; they make 600 revolutions per minute, are water-cooled, and consume one kilogram of fuel oil per hour. At the end of 1950, production was suspended on these engines. Only minor repairs and cleaning are now done on them. From 1947 to 1949, 500 engines were constructed.

All materials for the production of torpedoes are procured from abroad (Italy), except for injectors and ball bearings. Injectors are being produced at the "Rankovic" factory in Rijeka.

Eight-cylinder diesel engines were constructed in the "Rankovic" factory at the end of 1949. In 1950, they were exhibited at the International Fair in Zagreb. After the fair, they were returned to the factory to have many defects eliminated, such as injury to cylinder heads, and burning and expansion of valves because of inferior materials used. Engines in operation for only a few minutes began operating on only four of the cylinders. The characteristics of these engines are not known to the source. Materials for their construction are produced in the factory except for the pistons (two necks) and rings, which are procured from Germany. The injection pumps are made in the factory by five specialists. One eight-cylinder engine had been constructed by 15 January 1951, one was under construction, and others were projected for production.

The engines of the electric power plant from the Rex transatlantic liner are installed in the "Rankovic" Torpedo Factory. These engines were salvaged in good working order and did not need to be repaired part by part. They are installed in the central electrical plant to be used as reserve engines in case of power stoppages.

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The "Rankovic" Torpedo Factory has three 3-RO Lancias, two 3-ton Dodges, one 3-ton Fiat, one 621 Fiat, one 3-ton Chevrolet, two 40-horsepower Milan Motomeccanica tractors, one 10-ton Carenzi trailer, one 6-ton Diamont truck which has been made into an 8-ton truck, one 3-ton GMC which has been transformed from a three-seater to a two-seater (one seat was taken out), one Opel-Olympia automobile, and one eight-cylinder Lancia automobile. Both automobiles are for the use of the factory directorate. The trucks are used for the transport of materials and workers.

Gasoline is stored in a large shed near the sea. A 3-meter-high wall surrounds the storage shed. Entrance to the storage area is by launch. The area has a storage capacity of 6,000 liters. It is guarded by a guard, armed with a PPSh submachine gun, and by a fireman.

The fuel oil depot is about 800 meters from the gasoline shed. Fuel oil is stored in an unfenced shed which holds 40 casks. This area is also guarded.

Fuel and lubricants are supplied to the factory by the former ROMSA Establishment.

About 3,000 workers are employed in the "Rankovic" Torpedo Factory.

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The foreign exhibits at the International Fair in Zagreb in 1950 made an excellent impression. The foreign exhibits of industrial machinery and hydraulic machinery were much admired. Most Yugoslav exhibits were devoted to woodcraft, tobacco, and carpets.

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